

To-day's
Advertisements.

NOTICE.

A SPECIAL SESSION OF HER MAJESTY'S JUSTICES OF THE PEACE will be held in the JUSTICE'S ROOM, at the MAGISTRACY, on TUESDAY, the 10th day of August, A.D. 1897, at NOON, for the purpose of considering an application from one MARY PETERSON for the Transfer of her Publican's Licence to Sell and Retail Intoxicating Liquor on the Premises situate at No. 268, Queen's Road Central, and the Upper Floor of No. 266, Queen's Road Central, on the Sign of the German Tavern to one HANS JERTHUM.

H. E. WODEHOUSE,
Police Magistrate.Magistracy,
Hongkong, 30th July, 1897.

NOTICE.

NO REGISTERED LETTERS will be DELIVERED at any ADDRESS unless some Authorized Person is ready to Sign the receipt. After waiting a reasonable time the Postman will take back the Letter which will have to await the next delivery.

A. M. THOMSON,
Postmaster General.General Post Office,
Hongkong, 28th July, 1897.HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 per Cent. or \$1.30 per Share, DECLARED at the Ordinary Half-Yearly Meeting of Shareholders held this Day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation on and after TUESDAY, the 3rd August, 1897. SHAREHOLDERS are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 31st July, 1897.

HONGKONG & WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 14, PRIMA CENTRAL, on MONDAY, the 23rd AUGUST, at 12 o'clock NOON for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1897.

THE TRANSFER BOOKS of the Company will be closed from the 9th to 23rd August, both days inclusive.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.

Hongkong, 31st July, 1897.

THE DAIRY FARM COMPANY, LIMITED,
IN LIQUIDATION.THE DAIRY FARM COMPANY,
LIMITED.

NOTICE is hereby given that unless such of the SHAREHOLDERS in the (OLD) DAIRY FARM COMPANY, LIMITED, as have omitted to send in Application for the Shares to which they are entitled in the (NEW) DAIRY FARM COMPANY, LIMITED, under the agreement dated 8th August, 1896, and made between the first named Company of the first part, myself of the second part, and the last named Company of the third part, as required by the notice given by me on the 1st September last, apply for the same in the form prescribed by such notice on or before the 28th August proximo, I shall without further notice proceed to sell the said Shares so unapplied for, as provided by the said agreement.

Dated Hongkong, 31st July, 1897.

W. HUTTON POTTS,
Liquidator of The Dairy Farm
Co., Limited.

[1183]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "ENERGIA,"
FROM NEW YORK, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 6th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by the 6th prox. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be counterchecked by DODWELL, CARLILL & Co., Agents.

Hongkong, 31st July, 1897.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robison, will be despatched for the above Ports TO-MORROW, the 1st August, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 31st July, 1897.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI-TAN,"

Captain J. S. Roach, will be despatched for the above Ports on WEDNESDAY, the 4th August, at Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 31st July, 1897.

To-day's
Advertisements.THEATRE ROYAL
CITY HALL.

Lecturer: Messrs. POLLARD & CHESTER.

POLLARD'S
LILLIPUTIAN OPERA
COMPANY.TO-NIGHT! TO-NIGHT!!
SATURDAY, July 31st.

"LA MASCOTTE."

MONDAY, August 2nd and TUESDAY, 3rd.

"DOROTHY."

WEDNESDAY and THURSDAY,
August 4th and 5th.

"THE MIRADOI."

Plan at W. ROBINSON & Co's, Music Warehouse.

PRICES \$1, \$2 & \$3.

Soldiers and Sailors in Uniforms Half Price to 2nd and Back Seats only.

Late Trains will leave 15 minutes after each Performance.

C. A. POLLARD, Manager.

Hongkong, 31st July, 1897.

ZETLAND LODGE.

No. 125, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 31st July, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 31st July, 1897.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANOTSEK.)

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above TO-MORROW, the 1st August, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st July, 1897.

"WARRACK" LINE OF STEAMERS.

FOR KORE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient Inducement offers.)

THE Steamship

"BRAEMAR,"

Captain Porter, will be despatched for the above Ports on SATURDAY, the 7th August, at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 31st July, 1897.

NOW READY!

COMMERCIAL AND STATISTICAL
PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE \$1 PER COPY.

At the office of the
"HONGKONG TELEGRAPH,"
No. 6, Pedder's Hill.

Hongkong, 7th May, 1897.

DAKIN, CRUICKSHANK &
COMPANY,VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co's WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

Within the column of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion to this day's issue not later than Three o'clock so as to secure the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and it is therefore the best medium for Advertisements. Terms can be learned on application to the Manager.

The Hongkong Telegraph is a member of the Telegraphic Central Office of No. 1, Telephone address No. 1, Telephone.

Hongkong, 31st July, 1897.

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SALTZETZ WATER,

LITHIA WATER,

SARSAPARILLA WATER,

Tonic WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 1st April, 1897.

DEATH.

At Beauregard, London Mission, Hongkong, on Friday, 30th July, HENRY MORISON, wife of Rev. John Chalmers, M.A., L.D.; aged 69 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 31, 1897.

RECENT SHIPPING DISASTERS.

It may be rather a far cry from the coasts of Acheen and the Straits of Malacca to the shores of Hongkong but it is not so far distant as to render everything that happens so indistinct that useful lessons or inferences cannot be obtained therefrom. True, it is seldom that occurrences in those regions attract attention beyond Singapore and Penang, where they are treated more as local matter than anything else, but recent occurrences in those busy southern seas, with their thousands of native craft and scores of native and British-owned coasting steamers, have been of such a nature that not only are lessons derivable therefrom but comment and criticism in the cause of humanity are imperative. Things nautical would appear to have been carried on in the Straits for some time past in the aliphod manner—now happily by no means common in these regions—that led a few years ago to appalling disasters in the immediate neighbourhood of Hongkong, and it would seem as though our friends in the south have failed altogether to profit by the object-lessons which have taught us, in great measure, to mend our ways. We refer to two matters recently reported at considerable length by our Penang and Singapore contemporaries, namely, (a) the foundering of the steamer *Sri Hong Ann*, which capsized in a squall and resulted in appalling loss of life; (b) the shocking piratical outrage on board the British steamer *Pegu* attended with terrible excesses by Achinese pirates, who disembowelled Captain Ross, grievously wounded Mr. CRAIGIE, the chief engineer, and massacred several members of the crew and many harmless passengers. These terrible occurrences happened within the past three months and there are lessons to be learned from them not only in the Straits but also in Hongkong and along the coasts and rivers of China. At the inquiry into the capsizing of the *Sri Hong Ann* it was shown that the vessel was sent to sea in an unworthy condition; that the *chinchew* (native supercargo) caused the ship to go to sea in an unworthy condition; that the cargo and passengers were so arranged on board the vessel that she was "crank" and that it only required bad weather and a sudden squall to cause her to "turn turtle." Indications are not lacking that the authorities will take steps to prevent a repetition of the *Sri Hong Ann* disaster, and it is to be devoutly hoped that the lessons to be learnt from it will not be lost on the desert air. It seems to be clear that a more strict supervision over Chinese-owned steamers (often under the British flag) trading out of Singapore and Penang among the islands of the Malay Archipelago is necessary. These steamers carry a Chinese supercargo, who represents the owners and commands the vessel in all matters except navigation. He takes into his hands all matters pertaining to the loading and discharging of cargo and gives, in many cases, orders as to when the ship shall sail and when he wishes her to enter a given port. The Captain is merely the sailing master and his mate aids him in the navigation of the vessel. The engineers are of course left to take care of the engines and run them. The real master of the ship is the *chinchew*, who in nine cases out of ten is wholly lacking in knowledge of the safe and proper stowage of cargo, which is *de facto* an art that can be learnt only from those who by their experience are able to give the requisite instructions for safe stowage, and stowage to the best advantage of all parties concerned. Frequently large deck cargoes are carried and the Captain knows from bitter experience that no matter how cranky his vessel may be, the best way to retain command is to hold his tongue and, metaphorically speaking, shut his eyes until his ship is under way, and then concern himself only with the navigation, getting into port as best he can and dodging dangers to the best of his ability. The *chinchew* is often a near relative of the chief owner and as he "has the ear" of the owners the only hope the Captain has of holding his appointment is to "keep in" with the *chinchew* and do all that lies in his power to please him. This is a discreditable state of affairs and it is surprising that the Straits Government has not long ago put a stop to it. It could easily be done, and if the Government now steps in and uses the strong hand the captains, officers and engineers will be relieved from an extremely trying position, for their lives and the lives of the passengers and crew would no longer be jeopardised through the arrogance of a class of men who are as ignorant of things nautical as they are invariably overbearing and exasperating in their demeanour towards Europeans, who under present circumstances are powerless to keep them in their proper position—under the orders of the Captain and his duly accredited representative, the first mate. And now what lessons are we in Hongkong to learn from the disaster that befell the *Sri Hong Ann*? A very good one. Just now small steamers, some of them Chinese-owned, are running on the West River, to Macao, and if we are correctly informed, there are Chinese-owned steamers running on the Yangtze. We do not say that any of them carry *chinchews*, but it is rumoured that they do. The moral of the *Sri Hong Ann* affair is—Beware of *chinchews*, and see to it that their reckless conduct be not repeated on board vessels trading out of Hongkong, Canton and Shanghai. A little knowledge is a dangerous thing, and we are afraid that the average *chinchew* has just enough knowledge of things nautical to render him a grave danger to all who leave port on board vessels "bossed"—we can find no more fitting term for it—by men of his class. We have yet to learn that the *chinchew* of the ill-fated *Pegu* (who, by the way, was killed by the pirates) was not largely to blame for the great latitude given to native passengers on board poor Captain Ross's ship that proved to be as foolish as it was wholly unnecessary. Other vessels trading with the Achinese always shut their passengers below and disarm them; why not also the *Pegu*? We have pointed out that from the capsizing of the *Sri Hong Ann* in the Straits we have something to learn, if only from the evidence it affords of the pernicious influence of a class of men that may be aptly described as maritime parasites. Let us now turn to the appalling outrage perpetrated on board the British steamer *Pegu*. Like the *Namoa* in 1890 she was carrying from one coast port to another a large number of native passengers and a cargo of general merchandise. A European was in command of the vessel; he had under him a mate, and the engines were under the control of a duly certificated chief engineer, named Craigie. Instead of following the example of other captains engaged in trade with the treacherous natives of Acheen Captain Ross was content to disarm all passengers and then allow them to wander about the ship just as they pleased. Four years before a coasting steamer had been looted by Achinese pirates and since that time the commanders of coasters, with the exception of Captain Ross, not only disarmed passengers but took good care to keep them below deck throughout the entire voyage. On board the *Pegu* the passengers were disarmed, but a woman who came on board with a bundle that was thought to be bedding was not searched. She was the accomplice of the pirates; she, it is believed, smuggled on board the sharp knives with which the foul murders were committed. There was too much liberty allowed on board, and not a soul, from the Captain down to the lamp-trimmer, on board that ship was in any way, shape or form ready to suppress, at a moment's notice, an outbreak. It was gross negligence, reckless foolishness, for which the Captain, the chief officer and many others paid the penalty with their lives. Herein, then, lies the lesson to be learnt from the tragedy, herein lies the "reminder" which it is to be feared, was much needed on the coasts and rivers of China. The awful *Spark*, *Greyhound* and *Namoa* tragedies had been forgotten. There was scarcely a vessel sailing out of Hongkong that could be considered, as far as regards its officers and crew, prepared for emergencies such as

resulted in the foul murder of Captain Pocock and the unfortunate passenger PETERSEN, who was riddled with the bullets of the savage gang who turned a British steamer into a slaughter house in which human beings were slain instead of oxen, sheep, or swine. Are all the coasters sailing out of Hongkong today well armed, well supplied with ammunition, and all hands well versed in special regulations drafted by those in authority for the immediate suppression of an attack by pirates? Are all the steamers trading on the West River well armed, and are the native passengers travelling by them kept under perfect control? We are afraid that the energy displayed on board most coasting steamers for a few months after the *Namoa* tragedy has given way to the same thoughtlessness that characterised the period of immunity from piracy between the capture of the *Spark* in the Canton River and the shocking *Greyhound* affair. The piracy of the *Pegu* serves to remind us of similar atrocities perpetrated in these seas, and it also demonstrates the necessity for perfect preparedness for the worst on board vessels carrying large numbers of Asiatic passengers.

NOTES AND COMMENTS.

Are our P. W. D. officials really human beings with a moderate amount of brains and intelligence, or are they minute organisms like small globules of jelly which spend their lives in one monotonous round of seizing and destroying all with which they come in contact? It really appears as if they belonged to the latter class! They have no respect for anything save granite roads with neatly cemented side channels, and here their sole idea of beauty and all else appears to end. They have again invaded Kowloon with their gangs of coolies, and are doing their utmost to reduce all its pretty country roads to their own hideous ideals. All trees, bushes and shrubs along the sides of the older roads are being ruthlessly cut down to make way for their wretched side-walks and gutters, and, in many cases, aces and shrubs, which had taken years to grow, and would not have been in the way, have been improved off the face of the earth by these P.W.D. fiends. Roads, we know, are a necessity, but still, one likes to see a little vegetation fringing them instead of bare dusty expanses of hot dry earth. If the P.W.D. are allowed to proceed with their wholesale destruction of roadside vegetation at the present rate we shall soon have nothing whatever to relieve the eye along the dusty roadsides and Kowloon will be reduced to a veritable desert.

What has become of the Afforestation Department? Most of the newly constructed roads, as we have pointed out before, have not had a single tree planted along them. The report of the Superintendent for 1896 states that 29,949 trees were planted during the year, yet the only road mentioned as having had trees planted along it is that from Shaikwan to Tytam Tuk, a distance of three and a-half miles certainly, but so far away from the city that not one person in a thousand will derive the slightest benefit from them. The total number of trees planted in Kowloon during the year was eleven, while no less than 292 trees were cut down there. As the Afforestation Department will presumably plant some twenty to thirty thousand trees this year, could they not be prevailed upon to pay a little more attention to the shading of roads, not only in Kowloon but in other parts of the colony where roadside trees are equally needed.

In the *Scientific American* of 19th June appears an article on "Sitting Down" in which the writer argues that the thighs of the human race are not, as has often been asserted, well cushioned with flesh specially to enable us to sit in comfort. His argument is that all races except Europeans squat and do not sit and therefore the pads of flesh upon the buttocks are not used or required by them for sitting and could never have been developed as cushions. However that may be, he has evidently never seen any native squat or he would soon be disabused of his idea, for all who have seen the Chinaman or any other Asiatic squatting will readily see that he actually rests upon the particular portion of his body the use of which the writer of the article in question attempts to deny. Perhaps if our learned friend will sit on a planing machine for a few minutes and then try his favourite sitting position he may be led to regret the loss of the despised pads of flesh upon his thighs and come to the conclusion that this particular portion of the human anatomy is intended to be sat upon. We can't help "sitting on" a writer who thus lays himself open to be "sat upon" by everybody.

REUTER'S MESSAGES.

FIGHTING IN CHITRAL.

A fresh attack was made on the Mainland Camp on Tuesday and Wednesday, which was repulsed after hard fighting. The British loss was 23 killed and 43 wounded.

REINFORCEMENTS FOR CRETE.

The first battalion of the Lancashire Regiment, at Malta, has been ordered to be in readiness to proceed to Crete.

Frequent fights are occurring between Turkish and European soldiers at Cana.

THE JAMESON RAID.

Lord Lansdowne, replying to Lord Cardigan, said that he regretted nothing in the report of the South Africa Committee would justify the restoration of their commissions to Her Majesty's Officers who were engaged in Jameson's raid.

THE PEACE PROPOSALS.

The Ambassadors have drafted an indemnity clause in a manner satisfactory to Germany, and it is expected that the terms of peace will be finally settled on Saturday.

LOCAL AND GENERAL.

Tax Region v. Mitchell case is adjourned till 10 a.m. on Tuesday.

H.M.S. *Pique* left for Shanghai yesterday. The *Hummer* leaves shortly for Nagasaki with stores for the fleet.H.M.S. *Hummer* went out for a steam trial today at 11.30 a.m. and returned to her moorings at 1.30.

The register of shares of the Hongkong and Shanghai Bank is closed from today to the 14th prox., both days inclusive.

GAUDOUR has expressed his willingness to row Wray on the Thames for the championship and a stake of £500.

MOWDAY next, the 2nd August, being a Bank Holiday, all the Government Offices, Banks and Insurance Offices will be closed for the transaction of business.

SHAREHOLDERS in the Green Island Cement Co., Limited, are reminded that applications for shares of the new issue are not to be made later than Monday, the 2nd prox.

THE Penang Municipal Commissioners have unanimously passed a resolution that a letter be sent to the Governor calling his attention to the great increase of lawlessness in Penang and requesting him to take such steps as might be necessary to strengthen the police so as to afford efficient protection to life and property in the Settlement. The complaint is not of the inefficiency of the police, but their insufficiency.

The head mistress of the Belilos School desires, through our column, to offer her sincere thanks to the following gentlemen for their kind subscriptions to the prize fund:—Messrs. E. R. Belliles, J. J. Bell-Irving, Ho Kai, and H. E. Wodehouse, Captain Goddard, and Messrs. Byramjee, Victor Deacon, H. L. Denny, H. Dann, Fung Wa Chan, D. Gillis, J. D. Hamphrey, Ho Tung, Ho Amel, T. Jackson, Mowbray, S. Northole, A. Tomes, W. Tarn, Wy Sing, Lau Wah Chun, Ho Fock, Yeung Wai On, Koo Hai Shan, Wal-Len Shek and W. Quincey.

ACTING on an information lodged by Sergeant Hannab, No. 93, Sergeant Smith last night raided a gambling house at No. 17, Queen's Road West. The players had been holding a lantern séance on the roof under an awning but a shower of rain drove them into a cockpit under the roof just before the police arrived. Through this the officers lost a number of caprioles but they succeeded in bagging five persons. The chief was today fined \$750 or two months' hard labour, the second \$25 or one month, and the others \$10 or 14 days. The premises are well known to the police and have often been raided before.

POLLARD'S Lilliputians repeated "Boccaccio" last night at the Theatre Royal before a fairly large audience. The performance went off well and the principals all had hearty approbation. Master Gaudouille again achieved a great success as Lombardello and his draperies fairly convulsed the audience repeatedly, the many recals demanded abundantly testifying to his popularity. The "caichy" songs and duets were all rendered in good style and the choruses, too, were greatly admired. This afternoon the ever-popular "Pinafore" was played before a large and appreciative audience and to-night the Lilliputians will appear in "La Mascotte" which is one of the best numbers in their repertoire.

INSPECTOR Hansen had no less than three "death enquiries" before Mr. Wodehouse, at the Magistracy today. In one case Chan Yang, a Chinese diver, aged 27, was drowned while endeavouring to clear a junk's anchor off Fraya West. His body was found two days later. A finding of "accidentally drowned" was returned. Chan Kan, a stevedore's coolie, aged 30, was killed by three boxes of cotton slung on a derrick striking him on the head on the steamer *Blugno* on the 27th last. Death was certified to be due to fracture of the base of the skull and a finding of "Accidental death" was returned. In the third case, that of William Joseph Lutz, an A.B. of H.M.S. *Undaunted*, it was shown that deceased was at work putting a racket on a fall for a piece of

Intimations.

A STRIKING SUCCESS!
MAYPOLE SOAP BUT WON'T WASH OUT OR FADE.
WILL DYE TO ANY SHADE.

DOES NOT DYE THE HANDS.
For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c., Such as Blouses, Dresses, Underclothes, Ribbons, Children's Frocks, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.
Cream, Heliotrope, Pink, Canary, Mauve, Aloe Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, and Cardinal.

SOLE AGENTS for Hongkong and China.
WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES

MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS, will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August:—
For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. MUNRO,
for Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
G. G. AUGUSTIN,
Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
CHARTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOH,
p. Agent.

INSURANCE HOLIDAYS.
THE Undersigned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August:—
JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE CO., LD.
W. J. SAUNDERS,
Acting Secretary,
UNION INSURANCE SOCIETY OF CANTON, LD.
W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LD.
W. H. RAY,
Secretary,
CHINA TRADING INSURANCE CO., LD.
SHEWAN TOMES & CO.,
Agents,
CHINA FIRE INSURANCE CO., LD.
W. H. T. DAVIS,
Acting Manager,
THE STRAITS INSURANCE CO., LD.
Hongkong, 26th July, 1897. [1114]

Shipping.

STEAMERS.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Minimum Sailing: Saturday, 1st August.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE" will be despatched for PORTLAND, OREGON, and VICTORIA (B.C.) via KOREA and YOKOHAMA, on SATURDAY, the 7th August.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th July, 1897. [1168]

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"FORTUNA" will be despatched as above on or about 14th August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd July, 1897. [1973]

NOTICE TO SHIPPERS. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"FREY" will be despatched as above, about 25th August.

For Freight, apply to MELLICHERS & Co., Agents.

Hongkong, 12nd July, 1897. [1115]

Shipping.

STRAMERS.

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"MIKE MARU."

Captain P. H. Goling, will be despatched for the above Ports on TUESDAY, the 3rd August, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 16th July, 1897. [1142]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Innes, will be despatched on TUESDAY, the 10th August, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th July, 1897. [1160]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZER."

S.S. "LENNOX" to sail about 2nd August, '97.

S.S. "PATRIAN" to sail about 10th Sept., '97.

For Freight or Passage, apply to DODWELL CARLILL & Co., Agents.

Hongkong, 20th July, 1897. [1103]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOREA AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA AND EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"KAGOSHIMA MARU."

Captain W. Thompson, will be despatched as above on THURSDAY, the 12th August, at Noon.

Consular Invoices of Goods for the United States should be in QUADRUPPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 29th July, 1897. [1166]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER."

Captain Thomson, is due here towards end of August, and will have quick despatch.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1897. [1173]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENARIG."

Captain Wallace, is due here on or about 18th August, and will have quick despatch.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1897. [1171]

"HEATHBANK."

Captain Wallace, is due here on or about 18th August, and will have quick despatch.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1897. [1171]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"CHINGTU." Captain Innes, will be despatched as above on MONDAY, the 2nd August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1897. [1167]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG." Captain Outerbridge, will be despatched as above on MONDAY, the 2nd August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1175]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENHARRY." Captain Ferguson, will be despatched as above on or about MONDAY, the 2nd August.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th July, 1897. [1088]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM." Captain Jackson, will be despatched as above on MONDAY, the 2nd August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1897. [1146]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO." Captain H. Harris, will be despatched as above on TUESDAY, the 3rd August, at 5 P.M.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 28th July, 1897. [1124]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KORE.

THE Company's Steamship

"PHRA NANG." Captain Watson, will be despatched as above on TUESDAY, the 3rd August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1897. [1163]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship

"MARIA VALERIE." Captain A. Long, will leave for the above places on TUESDAY, the 3rd August.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 27th July, 1897. [1148]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG." Captain Clegg, will be despatched as above on WEDNESDAY, the 4th August, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1897. [1173]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTONI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, BOMBAY, AND GENOA.

(Without Transshipment.)

Having connection with Company's Mail Steamers to ADEN, SOEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, &c.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS: up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, &c.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO." Captain Mancini, will be despatched as above on WEDNESDAY, the 4th August, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 28th July, 1897. [1161]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE "AT-BRIDGE" Ship

Lock, Master, shortly expected, will lead here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 14th February, 1897. [1244]

FOR SAN FRANCISCO.

THE "AT-BRIDGE" Ship

McKee, Master, shortly expected, will lead here for the above Port, and will have quick despatch.

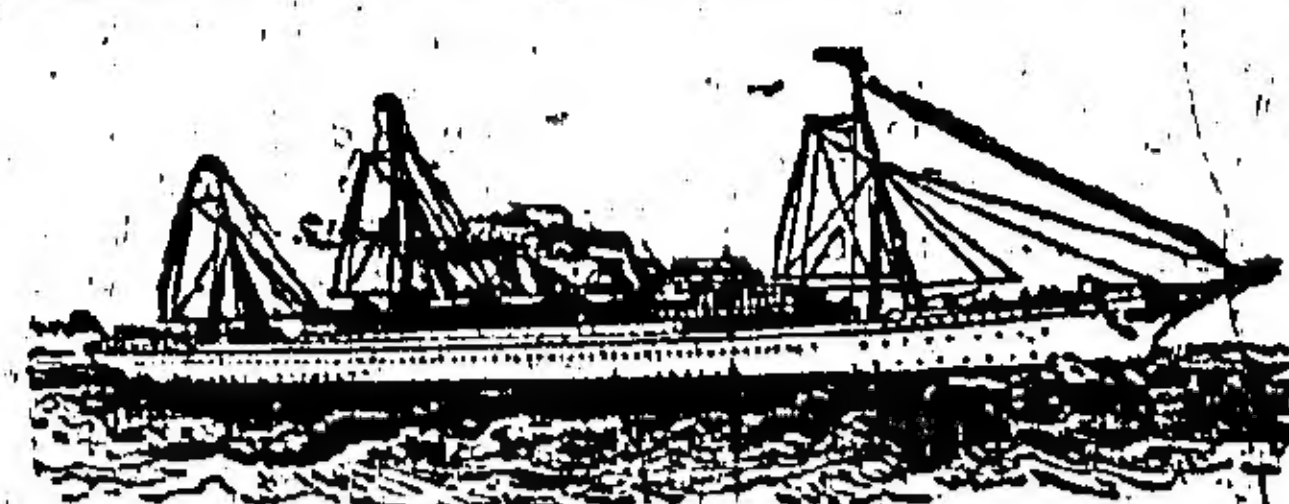
For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th June, 1897. [157]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)

Twin-Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 11th Aug.

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 1st September.

EMPEROR OF JAPAN. Comdr. H. Pybus, R.N.R. WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. (holding the rough passages generally experienced in the latitude further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Combination given through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 months. SPECIAL RATES (First-class only) granted to Diplomats, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Packer's Street.

Hongkong, 21st July, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)..... Saturday, 14th Aug. at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)..... Thursday, 2nd Sept. at Noon.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 21st Sept. at Noon.

THE Company's Steamship

"GALLIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, and YOKOHAMA, on SATURDAY, the 14th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu.

Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal Cities of the United States of Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Diplomats, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the Service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Packer Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [1115]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND.